



Without touching in Brazil.

The Company's steamer
MONTEVIDEO, ST. VINCENT,
LISBON, VIGO, SOUTH-
AMPTON.

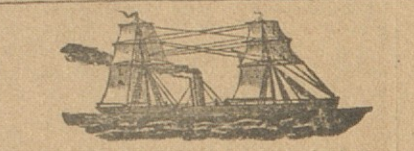
The above steamer will carry 1st, 2nd and 3rd class passengers at reduced rates. Mails, parcels, cargo and parcels to all the above ports and.

THROUGH TICKETS
Principal towns in Spain and Portugal. These steamers are provided with every accommodation for carrying passengers, and table-wine is given to all classes.

RETURN TICKETS
Are granted to all class passengers with deduction of 25 per cent on passage money.

FAMILIES AND COMPANIES
A considerable reduction is made in their fares. Persons wishing to bring their friends from Europe can arrange with the Company's agent on reasonable terms. For further particulars apply to the Agent.

HENRY A. GREEN,
175-Reconquista-175



L'pool Brazil and R.P. Steamers

LAMPART & HOLTS LINE
Departures from Buenos Ayres.

ANTWERP & LIVERPOOL
(Via Southampton).
LEIBINTZ, Brown, 11 JAN.
(Carrying the Belgian Mails).

ANTWERP, DIRECT.
KEPLER, Johnson, 15 JAN.

ANTWERP & LIVERPOOL
(Via Southampton).
RUBENS, Campbell, 18 JAN.
(Loading in the River Parana).

ANTWERP, DIRECT.
HOBBS, 21 JAN.

ANTWERP & LIVERPOOL
(Via Southampton).
DELMARE, Ahen, 26 JAN.
(Loading in the River Parana).

ANTWERP
(Via Southampton).
BESSEL, Hudson, 1 FEB.
(Carrying the Belgian Mails).

The Steamer which leaves Buenos Ayres on the 21st of each month takes Cargo and Passengers for New York, calling at Antwerp, and then to Great Britain, at reduced rates. Tickets at reduced rates by steamers not only to Europe, but also to India, Australia, and other ports. First class return tickets, available for 12 months, at a reduction of one fourth. Freight passengers issued at reduced rates to those wishing to bring out their friends. These steamers carry surgeons and stewards.

Spiele and Parola received at the broker's office till noon on day of sailing. Insurance effected if desired.

Edward Norton,
Agent.
209 Reconquista.
T. S. BOADLE,
Broker.
209 Reconquista.
Socorro, Agents—JOHN THOMPSON & Co.

Banco Hipotecario

NOTA IMPORTANTE
Se previene que según resolución del Directorio los remates que por su orden se anuncian serán indefectiblemente realizados, los interesados no hubiesen pagado los trimestres y no hubiesen pagado los trimestres y no hubiesen pagado los trimestres.

Los interesados que quieren examinar los títulos de esta propiedad, pueden hacerlo concurriendo a la Secretaría del Banco, antes del día de remate. Pasado este, no se oirá ningún reclamo sobre el particular.

Por más pormenores ocurrir a la Secretaría del Banco de 10 de la mañana a 4 de la tarde.

REMA TE

FOR
LISANDRO BILLINGHURST
El Domingo 18 de Enero a las 4 de la tarde en el mismo punto en que se subasta la propiedad.

Por orden del Directorio del establecimiento, procediendo al remate de una casa situada en el barrio de San Carlos, en la calle de la Victoria y número 18, de la casa situada en la calle de la Victoria y número 18, de la casa situada en la calle de la Victoria y número 18.

La base para la venta es la de \$10,000 m/c. El Banco se reserva el derecho de rescindir la venta, si el comprador no entrega el importe de la liquidación en la forma y en el tiempo estipulado.

PASQUAL COSTA y Cia.

Propiedad de alcos
Con base de \$25,000 m/c.
Independiente de la quinta de Pedernales, el Domingo 18 de Enero a las 3 de la tarde en el mismo local donde estará la bandera, vender una porción de terreno del Banco y sobre la base arriba indicada, la propiedad en la Pedernales, cuyo terreno consta de 12 varas y 30 (ta) a la calle Independencia, frente al Norte por 30 varas y 40 c. fondo al Sur, calle de Pedernales. Su construcción hecha a la moderna y con materiales de primera clase sea de 10 varas, de la manera de asegurar al comprador una y más a su discreción.

Edificio alto—Cien con otros hermosos habilitados distribuidos en una y otra calle, cocina, letrina, gas, agua, un patio bajo, una pila para sirvientes y a la vez, escalera de cedro y puerta de hierro en la casa.

Paris—baja—Almuerzo: equina con 4 piezas, cocina, patio, letrina, arena, gas, etc. A construcción por la calle de Pedernales, dos almuezos, a dos piezas cada uno, gas, cocina, letrina, patio y sirvientes.

La construcción es moderna y sólida, sus materiales de primera clase, h-b en el, todos maderas de primer orden y de primer orden y de primer orden.

Exteriores, la letrina que puede verse desde la casa de 7000 m/c. El precio fijado hoy día no se puede ni a 1/2 de lo que vale valor. El comprador con el gasto necesario para usar la casa, puede con seguridad asegurar 12 % de renta, con todo equitativo.

Extranjeros al comprador al 2 o/o en garantía al firmarse el correspondiente boleto. Por más pormenores a nuestro secretario Calle San Martín 160.

FOR SALE English Saddle (pigskin), bridle, holsters, and dials—bgs have had one month's use only. Apply Hotel Province No. 27, between 2 and 4 p.m.

LA BODECA

146, 148, 150
CANGALLO

146, 148, 150
PURE WINES

Just arrived from Bordeaux

The well-known and Superior

TABLE WINES

'Cotes' Medoc

At 90 pesos per DOZEN

Bottles to be returned.

AND

'Chateau Gaussons'

At 115 pesos per DOZEN

Bottles to be returned.

THE ABOVE WINES

IN

BORDALESAS

AT

WHOLESALE PRICES.

ALSO

Capital Dinner Sherries

Direct from

XERES

At \$150 and \$160 per DOZEN

AND

Oportos

From \$180 per DOZEN, upwards

Hochheimer

The famous Rhenish Wine,

A DELIGHTFUL

AND

WHOLESALE

SUMMER DRINK

At 195 pesos per DOZEN.

DAY, PEAKE & Co.

146 148 & 150

Cangallo

At 117

At 117

At 117

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revolution, it is reasonable to suppose that a little common sense will guide our politicians and extricate the province from a position, the least to say, ridiculous. It was no crime ever to be a poor man in Athens, according to Grote, but to be ridiculous was an offence against the State, punished severely.

We doubt if the Government and Legislature of Buenos Ayres were ever more conspicuously in the pillory of ridicule than at this moment; everyone laughs at them, and, to increase the derision, we have our opposition colleagues expounding the law and the constitution to the citizens, and plainly telling them that from the 1st of January, 1880, all taxes have ceased, and their payment is illegal, and their collection but an attempted force.

Communism is vindicated when things arrive at such a pass. To live free of all taxation is the dream of the Communist. The Nihilists themselves could ask nothing more, and if we are to accept the dictum of the Republica then, whoever today buys a stamp, or pays a provincial tax, as much infringes the law of the land as if he broke into Governor Tejedor's house at the Tigre and robbed the place of the 'Regalia' of the State.

Even in our very Chambers we hear some of the deputies charging the Governor with having assumed the mantle of Dictator, by his decree last week extending last year's Budget to this until the Chambers, in their wisdom, will have passed a new one. If that decree stamps dictatorship on Governor Tejedor, neutrals in this political strife will admit that no other course was left to his Excellency; and gradually, as the current flows and the torrent swells, other similar difficulties will arise, which will possibly compel the Governor each day to become more and more of the Dictator until at last we arrive at the present position of Montevideo; and, the same causes producing the same results, the province will be saved from the worst anarchy, and the public moneys husbanded by Governor Tejedor, courageously proclaiming 'L'etat c'est moi'.

Never before have we witnessed the political affairs of the country in such a degrading plight; and so intricately confused is the situation, that when, as on last Tuesday morning, some of the papers openly stated that a revolution is brewing, the wisest of us is taxed to know against which Government or which authority the 'golpe' is to be aimed. Is it a revolution headed by the Chambers against the Governor for his dictatorial decree? or is it to be by the Governor against the Chambers that have drawn down so much ridicule on the state? or is it merely Tejedoristas versus Rosistas? or the Province of Buenos Aires against the Republic, the Tiro Nacional against the vigilantes? All these are causes which in the moment of revolution are on the tapis, but our readers will note that the great and solemn cause of all revolutions in this or any other country is never even hinted at or thought of—the outraged people against their rulers.

If there is to be revolution in this fair country, which God forbid, at least let the people be the rebels, and not the rulers themselves. For months and months we have had this revolution bazaar preached in our papers and openly talked of in the streets; public morals suffer from our constant meddling with rebellion, which must come if common sense is to be ostracised from the land.

If the people rise to revolt, it will certainly not be 'a bit of a decree' extending the budget signed by the Governor that will cause it, but the settled conviction that the country has already suffered too much, that the obsequy of ridicule is such as even to make an old Greek rise from his grave and join in the motion to rid us of a pack of politicians whose combined efforts are directed to ruin the fairest land the sun ever shone on.

J. B. GAHAN
General Broker and Commission Agent.

FOR SALE

The following highly-approved Specimens for curing the Sash and in small or large quantities. Pamphlet and sample will be forwarded on application.

1. Lincoln's extract of Tobacco (South Down Sheep Wash).

2. Maxwells.

3. The Little Dip.

4. The Glycine Dip.

5. Joy's Soap Dip.

6. The Compound Sulphurous Essence of Tobacco.

7. Essence of Tobacco Sulphurous.

The prices are those charged by manufacturers and importers.

No commission to purchasers.

Estancías, Vinos, Potes and Torquetos for Sale. Potos to Rent.

Cattle from the Provinces and Blood Stock from Europe.

78-CALLE RECONQUISTA-78

T. E. T. E. Almoez Ingles, Calle Reconquista 15-21.

M. G. & L. T. MULHALL.

STANDARD OFFICE, B. Aires, Dec. 31st, 1879.

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so spontaneous and disinterested that it has awakened in the breast of every true Spaniard a debt of the deepest gratitude, a debt which the Spanish residents of this city come to you, not to repay, for that is impossible, but to gratefully acknowledge beneath the folds of the flags of the two countries.

"If it were possible for men to lay bare the feelings of their hearts to the sight of their fellow men, joyfully would Spaniards submit to the proof, in full confidence that it would give them a fresh title to your valued friendship.

"The nation we represent owes now an additional debt of eternal gratitude to the great French People. Nature has made us brothers, and your noble conduct has drawn closer the ties of race and blood.

"These sentiments, which flow from our hearts' core, but which language can but faintly express, are what brings us into your presence to-day. Accept Monsieur le Ministre, our sincere but inadequate expression of the nation you represent, and may God crown its future with the great and noble aim of all its aspirations—Universal Fraternity.

"Long live France!"

Count Amelot replied:—

"Gentlemen,

"In the name of my country I thank you for this public proof of Spanish gratitude. With legitimate pride I receive the cordial and eloquent expressions of your sentiments towards my countrymen.

"When France rose, at the news of the Murcian disaster, she not only obeyed the irresistible impulse of a duty to be accomplished, but she happily pays a fraternal debt, which has arisen from the reason and philosophy that pervade everywhere the hearts of our generation.

"Receive here, gentlemen, for the great nation you so nobly represent, the good wishes of France. Historical and traditional ties and affinities of race unite the French to the Spanish nation and the great virtues which place gratitude foremost as the most generous of human faculties, and to this noble people, whose annals are imperishable records of honour and heroism.

"Vive l'Espagne!"

"At the conclusion of Count Amelot's reply enthusiastic cheers were given for France, for Spain and the Argentine Republic. The deputations then withdrew.

TRIP TO THE TRENT

In former years it was the well established custom of this port that no steamer was entitled to a place on the River Plate line until a breakfast party had been given on board. Trips to the Outer Roads were then as fashionable as trips to the Tigre now; but customs change faster in the Plate than in the rest of the world, and for a succession of years the Outer Roads for breakfast purposes were as far off for many of us as Dieppe or Havre. Mr. Christophersen has, however, the merit of having revived the custom; and since the grand déjeuner on board the Britannia, Outer Roads breakfasts have become more general.

On Tuesday morning a party of friends, at the invitation of Captain Brander and Mr. H. A. Green, agent, left the Mole-head for the R.M.S. Trent. The morning was glorious, and the sail on the little river for breakfast purposes was as far off for many of us as Dieppe or Havre. Mr. Christophersen has, however, the merit of having revived the custom; and since the grand déjeuner on board the Britannia, Outer Roads breakfasts have become more general.

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splendid profit, was sold off in half an hour, the merchant himself the auctioneer.

Another of the party stated that the vessel he came out in 1858 was chartered and laden with a dry goods cargo worth 270,000. Hides in those days were sold in the pile, and not as now before even the cattle are bought; and wool was inspected on the sheep's back and chiefly bought by an English wool buyer who visited all the sheepfarms a month or so before shearing.

Precisely an hour and ten minutes from the mole brought us to the guard-ship, and we note that now all the tenders as they pass in or out have to call at the ponton, which, apropos of changes, is no longer an old, leaky wooden hulk, but a fine iron built vessel. We now steamed for the anchorage of the ocean steamers, and as we neared the Trent we noted that she was enveloped in lighters. The appetizing run out increased our satisfaction on treading the quarter deck of this noble vessel. The Royal Mail steamers are renowned for their discipline and service; a man of better trim could not have been in a better trim, and one ship, was that we were not going to Europe in her. The ladies' cabin on the quarter deck, with piano and other appointments, is a gem in its way. Thought we, if the lady passengers only be as nice as their cabin, what splendid influences for a tired-out River Plate bachelor on a trip to Europe. The dining saloon reminds one of the Grand Hotel, Paris; there are the flowers, flags and pastries. The 'coup d'oeil' of the table was in harmony with the magnificence of the ship's arrangements. We breakfasted 'a la carte,' and when the iced champagne made its appearance, Captain Brander rose and in graceful terms thanked the friends who had come out to see his ship, and toasted the commerce of Buenos Ayres.

Mr. Mulhall proposed the health of the Captain and his prosperity and good luck to his splendid vessel, the Trent.

Mr. Carroll proposed success to the Royal Mail Company, the founder of steam communication between Europe and the Plate. He dwelt on the acknowledged excellence of the Royal Mail service, and hoped to see the Trent and sister vessels flying regularly twice a month between the River Plate and Europe, coupling the name of Mr. H. A. Green, the newly appointed agent and pioneer of steam agency in the River Plate.

Mr. Green returned thanks on behalf of the Company and himself, remarking that severe criticisms had been passed on the Company not meeting the requirements of the Trade; he reminded his friends that the last two or three years had not been very encouraging to shipowners in this Trade. His per ton for bales did not pay; he was happy to say that this year there had been more firmness on the part of agents, and rates had been steadier and more in accord with the views of shippers. He observed that his connection with the Company was but of a few months' duration, and it would not be prudent for him to say too much; but he felt sure that they did not intend to abandon the Trade; on the contrary, they were disposed and ready to grant all the facilities required. He spoke of the long services of the Company's steamers on this route, their well-established credit for safety and comfort, the thousands of passengers who had travelled by the Royal Mail, the great satisfaction which every one expressed who had travelled in the Royal Mail steamers, the strict discipline on board and the security which the travelling public felt when on board any of the Royal Mail steamers. He thanked the merchants of Buenos Ayres for their ready support they afforded him since he took charge of the agency, and he could only hope that the company would keep him supplied with two fine steamers such as the Trent, every month.

The company now adjourned to the quarters deck where, with coffee, Champagne and cigars we whiled away the time until it was high time to return. We all arrived back at the mole at 5 o'clock p.m. highly pleased with the day's excursion.

The Trent is an iron steamer, built by Messrs. Anderson, Goulbourne and Co., Renfrew, in 1873; is 3000 tons burthen with engines 503 horse power, with three decks, barkentine rigged, and lay up for three years before coming out to the Plate. She is essentially a specie steamer, having when on the West Indian route carried on a voyage as much as 73 million pats. in silver to England. Her cabins are constructed particularly large and airy for the travellers, and her second class passenger accommodation certainly rival, the first class of other steamers. She is fitted up with every modern improvement, and her accommodations remind one more of a first class hotel than an ocean steamer. She carries a crew of 96 men all told, which seems to us a very large one.

The following is her staff list:—
Capt. James Brander, Commander.
Mr. McPherson, First Officer.
Gerard, Second do.
Bloomfield, Third do.
Vale, Fourth do.
Dr. Gordon, Physician.
Mr. Henderson, Purser.
Thompson, Chief Engineer.
Clarke, Second do.

Williams, Third do.
Duncan, Fourth do.
Hardwicke, Fifth do.

The Trent is a very fast sailer, and but that she is timed to arrive at the various ports might easily make the run out to the Plate in 22 days. We wish her the best success, and hope to see her a regular trader with this port.

THE QUIET RAMBLES OF A YOUNG NATURALIST.

(No. 2)

Never having ascended the lesser of the two affluents which go to form the mighty La Plata, I determined, during the Christmas vacation, to spend a fortnight in traversing the River Uruguay to the farthest point navigated by steamers; so, on the morning of the 25th of December 1879, myself and a companion took return tickets from Buenos Aires for Concordia at the surprisingly cheap cost of \$1.25 each. The Buenos, and one of its satellites, the Pinga, the remainder of the journey, as the river was too low to admit the bulky passenger boats, but of this change of boats we know nothing, until it was on the point of becoming a 'fait accompli.' About fifty passengers trode the decks, including four ladies, only two or three of whom besides ourselves were booked for the whole distance. Steering peacefully but rapidly through the Argentine fleet which lay muzzled like dogs of war, we took a N.E. course and then to breakfast; our vis-a-vis was a young Argentine, a veritable Munchausen, and what with his wonderful tales and the unnumbered way in which he was quizzed right and left, our digestion was quickened by amusement. During breakfast we pretty well lost sight of the Argentine coast and have nothing before us but a broad freshwater ocean covered with innumerable 'camalotes,' which spread their broad leaves as 'sails to the wind to speed them on their course; these useless fragments beset the Parana but seemingly not the Uruguay.

On our right soon rises a long low ridge of sand indicating the Banda Oriental coast, terminating opposite Martin Garcia in cliffs resembling those of Albion. Smooth as the Thames at London Bridge is all this mighty expanse of water! and it is only in sailing over it by daylight that the mind receives any adequate idea of its vastness: whence comes all this ever-flowing tide? is a question readily answered by the rigid scientist but with whose conclusion the imagination rests not satisfied. But little shipping is met with after leaving the outer roads and the reflection immediately occurs, how different the case would be, were this water highway in the hands of the Anglo-Saxon race.

On finding ourselves 'nearly abreast of Martin Garcia,' the Argentine coast appeared by a strong mirage, the trees suspended in the sky; whilst a shoal several miles in extent rose on our port bow indicating the necessity of hugging the island to avoid the fate of a fine bark which lay rotting within a few yards of us. The navigation is extremely dangerous and yet but few if any buoys are seen, a strange fact, at least in times of peace. A boat containing the Comandante sailed from the fort and towards us, and this is the custom with every ship that passes.

Martin Garcia, the Norfolk island of the Plate, which is reached in about four hours, is a small barren looking tract rising about two hundred feet from the level of the water and its natural strength is increased by permanent fortifications and earthworks. The common channel for both rivers passes within easy gun-reach, as their bifur

